

Community Aviation Consultation Group

Meeting Notes - Meeting No 68

Meeting Date: 27 June 2014
Place: Terminal Building, Moorabbin Airport

Present & Apologies

The meeting was opened by the Chairman at 1pm.

A list of member attendees & apologies is included at attachment 1.

The Chairman welcomed invitees:

- Mr Nevan Wadeson, Tract Consulting

General Business

The Chairman requested that the September CACG be brought forward a week to 19 September 2014. This was accepted by the meeting.

Meeting Notes

The meeting notes of the 28 March 2014 CACG Meeting were adopted by the Members.

The Chairman advised meeting notes were available on the Moorabbin Airport Corporation (MAC) website.

Action Items

Action Items were discussed and updates provided.

Standing Report - Correspondence

The Chairman advised that CACG had issued and received Airservices correspondence regarding aircraft noise monitoring locations surrounding Moorabbin Airport – refer Existing Business below.

Standing Report - Material Issues

MAC received one aircraft complaint in the last quarter.

The new MAC Aviation Asset Manager, Marc Grant, was introduced to the CACG members.

As part of CASA regulations, a Desk top emergency exercise will be held on 21 August 2014.

Standing Report - Circuit Training Task Force

Nil.

Standing Report - Community support

Events on airport that MAC has supported and meetings MAC has attended for the last quarter were tabled and discussed.

The Chair moved to invite a representative from the Australian National Aviation Museum to join the CACG. The CACG members approved.

Standing Report - Media

Media articles for the last quarter were tabled and discussed.

Existing Business - Mordialloc Settlement Drain

It was decided weather permitting, that a bus tour of the site will occur 30 minutes prior to the September 2014 CACG meeting.

Existing Business - Costco

The MDP had been submitted to the Minister. Going forward Costco will not be reported as a standing item on the agenda. Relevant updates will be reported as required.

Other Projects

Existing Business - Master Plan 2015

Members were advised that the public consultation period would coincide with the March 2015 CACG.

Airservices Australia and DIRD have reference to the Master Plan on their respective websites.

Aircraft Noise Monitoring

Airservices Australia confirmed availability of 4 monitors for 3 months starting in October 2014.

Discussion was held on possible locations for the 4 monitors and the following locations were agreed by the CACG members:

1. Kingswood Golf Club
2. St.Mark's Primary School
3. Mentone Park Primary School
4. Parkdale Secondary College

A map provided by Airservices showing the location points is included as attachment 3.

Alternative Circuit Paths Review

Nil

New Business

A presentation on the Green Wedge was given by Nevan Wadeson.

The presentation and summary is included as attachment 4.

The next meeting is scheduled for Friday 19th September 2014.

The meeting closed at 3.00pm.



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Chair

Attachments:

1. Attendance
2. Action Items
3. Noise Monitoring Locations
4. Green Wedge Presentation

CACG Meeting Attendance No. 68

Friday 27th June 2014

Representing	Member / Members Representative	27 th June 2014
Chairperson	Mr. David Hall	Present
MAC	Mr. Paul Ferguson	Present
MAC	Ms. Narelle Evans	Present
MAC	Mr Anthony Wackrow	Present
MAC	Mr. Marc Grant	Present
Airservices Australia	Mr. Paul Sleep	Present
Airservices Australia	Mr. David Moore	Present
Airservices Australia	Mr. Matt Marais	Present
City of Kingston	Cr Geoff Gledhill	Present
City of Kingston	Cr Ron Brownlees	Present
City of Kingston	Cr Rosemary West	Present
City of Kingston	Mr. Jonathon Guttmann	Present
Colonial First State	Ms. Elaine Scholes	Present
Department of Infrastructure & Regional Development	Ms. Chiara McNabb	Apology
Department of Infrastructure & Regional Development	Mr. Rod Burgess	Present
Department of Infrastructure & Regional Development	Ms. Grace Daniel	Present
Dingley Heatherton Village (DHV)	Mr. Bruce Reynolds	Present
Dingley Village Community Association	Mr. John Cincotta	Present
Dingley Village Community Association	Ms. Karen Hastings	Present
Federal Member for Isaacs	Mr. Mark Dreyfus MP	Apology
Mordialloc Village Committee	Mr. Ian Baldock	Present
Office of Mark Dreyfus MP	Ms. Monica Bladier	Apology
State Member for Mordialloc	Ms. Lorraine Wreford	Apology
Tristar Aviation	Ms. Adrienne Fleming	

Community Aviation Consultation Group

Outstanding Action Items

Outstanding Actions	Date Raised	Due Date	Progress	Status of Action	Responsibility
Renewal of CACG Membership	Mar 14	Sep 14	<ul style="list-style-type: none"> Membership renewal forms to be distributed to all current members of CACG Guidelines for membership of CACG to be distributed with the Meeting notes. 	In Progress	MAC
Aircraft Noise Monitoring	Mar 14	Jun 14	<ul style="list-style-type: none"> Advise Airservices where noise monitoring equipment should be placed. 	Complete	MAC
Mordialloc Settlement Drain	Mar 14	Jun 14	<ul style="list-style-type: none"> MAC to establish how many trees would be planted on the MSD to replace the ones that were removed. 	In Progress	MAC
Flight training Circuit Design	Jun 13	Sep 14	<ul style="list-style-type: none"> MAC to invite CASA to present on the topic of changing the current flight pattern for circuits CASA to be represented Email tabled – independent circuit report being conducted by Lambert & Rehbein. 	In Progress	MAC/ CASA
Fly Friendly Presentation <ul style="list-style-type: none"> Organise to have an operator to come in and explain fly friendly 	Dec 12	Dec 14	<ul style="list-style-type: none"> Invitation to CAE/ Oxford to present at CACG meeting. 	In Progress	MAC

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Completed Action Items

Outstanding Actions	Date Raised	Due Date	Progress	Status of Action	Responsibility
Correspondence <ul style="list-style-type: none"> The Chair requested CACG members email him with ideas on how correspondence should be circulated internally/ externally 	Dec 13	Mar 14	<ul style="list-style-type: none"> The Chairman advised that there had been no response to this Action Item. The Chairman advised all correspondence be addressed to the Chairman. 	Complete	CACG Members
Centre Dandenong Road <ul style="list-style-type: none"> Who is the party responsible for mowing/ maintenance 	Dec 13	Mar 14	<ul style="list-style-type: none"> VicRoads is responsible for the nature strip. 	Complete	KCC
MAC Major Development Plans <ul style="list-style-type: none"> Improvement in information from MAC to CACG concerning MDP 	Sep 13	Mar 14	<ul style="list-style-type: none"> The Chairman advised that there had been no response to this Action Item. MAC will advise the CACG of any major works in CACG meetings. 	Complete	CACG Members
Long Term Noise Monitoring <ul style="list-style-type: none"> Determine requirements to present a case to ASA for permanent noise monitoring 	Jun 13	Sep 13	<ul style="list-style-type: none"> The Chair has written to Air Services stating that the CACG group supports permanent/ temporary monitors with letter Peta Millard drafted attached. 	Complete	CACG Members
ASA Fly Friendly <ul style="list-style-type: none"> What is involved to change the Fly Friendly Program from a Gentlemen Agreement to a mandatory agreement 	Jun 13	Sep 13	<ul style="list-style-type: none"> ASA would need full jurisdiction over all aircraft all the time which would need to change the airspace from class E to C. CASA have determined that MAC is best suited to class E To change airspace is a complex/ thorough and long process that is skewed towards safety DH commented that Govt would like prefer not to regulate more and that gentlemen's agreements would be preferred Flying Schools sign the Fly Friendly guidelines and agree to abide by them 	Complete	ASA
Fly Friendly Brochure <ul style="list-style-type: none"> Develop FFB into public friendly version 	Jun 13	Dec 13	<ul style="list-style-type: none"> Brochure has now been drafted with assistance from KCC. MAC will circulate the brochure to CACG members electronically. This has now been done and finalised at last meeting 	Complete	MAC

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Outstanding Actions	Date Raised	Due Date	Progress	Status of Action	Responsibility
MAC Noise Complaint Reporting <ul style="list-style-type: none"> Refine Noise Complaint reporting 	Jun 13	Sep 13	<ul style="list-style-type: none"> MAC to refine report to determine how many complaints related to unidentified aircraft are in breach of Fly Friendly This was done at the Dec 13 meeting and will be reported on an ongoing basis 	Complete	MAC
ASA Noise Fact Sheets <ul style="list-style-type: none"> Updated Noise Fact Sheets to be provided to CACG members 	Jun 12	Sep 13		Complete	MC/ASA
ATC Overview Presentation <ul style="list-style-type: none"> ATC overview with the possibility of a tour of the control tower 	Jun 12	Sep 13	<ul style="list-style-type: none"> ATC presented at meeting on 28th June 13 Copy of presentation to be distributed with minutes 	Complete	MAC/ASA
Circuit Traffic <ul style="list-style-type: none"> Table showing current circuit traffic and previous case study for reduced western circuit traffic 	Dec 12	Jun 13		Complete	ASA
Department of Transport <ul style="list-style-type: none"> Investigate if other CACGs have been successful in altering circuits from standard layouts 	Dec 12	Jun 13	<ul style="list-style-type: none"> Rob Burgess from the Department stated that no reports have been provided to the Department CACG agreed to close this action item off 	Complete	DoIT
Fly Friendly Brochure <ul style="list-style-type: none"> Re-draft existing brochure to a more community friendly wording Needs clear comments for the hours of airport operation – 24hrs KCC residents kit to include Fly Friendly brochure 	Dec 12	Jun13	<ul style="list-style-type: none"> Redrafting of a more public friendly text complete Fly Friendly text will be distributed to the members with the minutes of this meeting though not part of the minutes on MAC's webpage CACG members and members from KCC agreed that KCC will distribute the fly friendly brochure as part of their resident's kits 	Complete	MAC
CTTF Report <ul style="list-style-type: none"> Provide MAC with details of member positions on the CTTF Report 	Sep 12	Jun 13	<ul style="list-style-type: none"> Members to provide written responses to the CACG Chair by June's meeting There was no formal response from any CACG member. CTTF report has been submitted and accepted by the minister based on the submission from the Task Force During June's meeting agreement to formally close this action item off 	Complete	CACG Members
KPI Meeting <ul style="list-style-type: none"> KPI meeting between MAC/ASA, reporting to CACG 	Jun 12	Jun 13	<ul style="list-style-type: none"> ASA to advise the range of items that ASA can report on for Moorabbin Airport 	Complete	ASA

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Outstanding Actions	Date Raised	Due Date	Progress	Status of Action	Responsibility
MAC Airport Presentation • Overview of airport history	Jun 12	Mar 13		Complete	MAC
Agenda • New section for new information • Name who is to give an update	Dec 12			Complete	MAC
Aircraft Movements • Movement to show to CACG members	Dec 12			Complete	MAC
Noise Complaints • Process to be explained • Curfew report	Dec 12			Complete	MAC
Circulate annual report with minutes	Dec 12			Complete	MAC
Website • To be updated will last meetings minutes and current meeting	Dec 12			Complete	MAC
Airport Site Tour • Organize an airport site tour	June 12 Dec 12			Complete	MAC
Terms of Reference - Complaints • Review and present standard reporting framework and procedures	Sep 12			Complete	MAC
Airport Correspondence • Clarify airport email contacts and respond to resident emails	Sep 12			Complete	MAC
New Membership • Extend invitation to attend CACG to Melbourne Aviation	Sep 12			Complete	MAC
MDP Public Submissions • Clarify what MDP submissions are publically available	Sep 12			Complete	MAC/DoIT
Councilor MDP Update • Update new KCC Councilors on the MDP project	Sep 12			Complete	MAC
MDP Email Address • Update Noel Pullen on unanswered MDP email	Sep 12			Complete	MAC

Community Aviation Consultation Group

Outstanding Actions	Date Raised	Due Date	Progress	Status of Action	Responsibility
Membership Presentation <ul style="list-style-type: none"> PowerPoint presentation to be sent out with minutes 	Jun 12			Complete	MAC
Membership Criteria <ul style="list-style-type: none"> Membership Information to be distributed to members 	Jun 12			Complete	MAC
MAC Website <ul style="list-style-type: none"> Upload Annual CACG Report 	Jun 12			Complete	MAC
Waypoint Report <ul style="list-style-type: none"> Waypoint report to be attached to minutes 	Jun 12			Complete	MAC
Terms Of Reference <ul style="list-style-type: none"> Annual Report to be listed in TOR 	Jun 12			Complete	MAC
MAC Website <ul style="list-style-type: none"> Upload core CACG documents onto website 	Jun 12			Complete	MAC
Southern Road Extension <ul style="list-style-type: none"> Agenda item for September 12 meeting 	Jun 12			Complete	MAC
Agenda Notice <ul style="list-style-type: none"> Trial using Outlook for Agenda Notices 	Jun 12			Complete	MAC
Secretariat – Update core Documents <ul style="list-style-type: none"> Update CACG 'constitution' amending references to personnel 	Mar 12			Complete	MAC
Agenda <ul style="list-style-type: none"> Include standing agenda items for material issues, media, progress on Circuit Training Taskforce Recommendations 	Mar 12			Complete	MAC
Aircraft Noise Ombudsman Presentation <ul style="list-style-type: none"> Distribute a copy of the ANO presentation. 	Mar 12			Complete	MAC
Planning Coordination Forum <ul style="list-style-type: none"> Update the CACG on relevant items 	Mar 12			Complete	MAC

Community Aviation Consultation Group

Outstanding Actions	Date Raised	Due Date	Progress	Status of Action	Responsibility
Support Group <ul style="list-style-type: none"> To identify counseling services for community members impacted by aircraft noise 	Mar 12		<ul style="list-style-type: none"> Lifeline contact number: 13 11 14 	Complete	MAC
Fly Friendly Brochures <ul style="list-style-type: none"> To distribute Fly Friendly brochures 	Mar 12			Complete	MAC
MAC Organisation Chart <ul style="list-style-type: none"> Distribute a current MAC chart 	Mar 12			Complete	MAC
Melbourne Airport CACG Chair <ul style="list-style-type: none"> To invite Darrell Treloar to present to MACACG – September/December 2012 	Mar 12			Complete	MAC



A satellite map of a suburban area. The map shows a mix of residential housing, green spaces, and commercial areas. Four locations are marked with red pins and labeled: Mentone Park Primary School (top left), Kingswood Golf Club (top right), St Mark's Primary School (middle right), and Parkdale Secondary College (bottom center). The map also shows a large industrial or commercial area on the left side, a river or canal running through the center, and various parks and green spaces throughout the area.

Mentone Park Primary School

Kingswood Golf Club

St Mark's Primary School

Parkdale Secondary College

Image © 2014 DigitalGlobe

Image © 2014 Sinclair Knight Merz & Fugro

Google earth



• Mentone Park Primary School

• Kingswood Golf Club

• St Mark's Primary School

• Parkdale Secondary College

Moorabbin Airport

Zoning and Land Use Context

Nevan Wadeson CACG Presentation

Overview

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Appendices

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Appendix 2 – Zone controls within Moorabbin Airport under Moorabbin Airport Master Plan (2010)
Appendix 3 – Central Kingston and Braeside Employment Precinct
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Appendix 5 – Constraint Plans (selected) from 1971 Metropolitan Plan
Appendix 6 – Metropolitan Zones and the Urban Growth Boundary (UGB)
Appendix 7 – DSE Letter, 19 November 2003

1

PLANNING OVERVIEW

Moorabbin Airport is shown in its local context in Figure 1 – Moorabbin Airport Aerial Photograph.

The Airport is Commonwealth land and is not included within the Kingston Planning Scheme controls or the jurisdiction of Kingston Council as a planning responsible authority. This is demonstrated by the Airport's depiction in zoning plans under the Kingston Planning Scheme. It has no zone applied; instead, it is noted with the code "CA" recognising it as Commonwealth land. Refer to Appendix 1 - Zone controls under Kingston Planning Scheme in areas surrounding Moorabbin Airport.

The *Airports Act 1996 (Commonwealth)* established the requirement that once leased, the Airport lessee is obliged to prepare an Airport Masterplan to guide the delivery of aviation activities and non-aviation uses. It requires that Masterplans have regard to the State planning framework applying to the locality.

Importantly, the first Moorabbin Airport Masterplan was approved in 1999. It established the land use planning framework for the future of the Airport land. Aviation areas for runways, taxiways, the terminal, hangars and Airside activities were identified. The balance of the land was identified for a mix of commercial, retail and business precincts within the Airport's own Special Use Zone (SUZ) controls. See Appendix 2 - Zone controls within Moorabbin Airport under Moorabbin Airport Master Plan (2010).

Significantly, these approved business and activity use areas predate the future Urban Growth Boundary and its related control framework.



Figure 1 – Moorabbin Airport Aerial Photograph

2 PLAN MELBOURNE 2014

The State Government recently approved its Metropolitan Strategic Planning framework – Plan Melbourne. Plan Melbourne now acknowledges Moorabbin Airport as a ‘State Significant Place’ and a ‘Transport Gateway’, recognised for its transport, economic and employment-generating roles.

Figure 2 – Plan Melbourne Southern Sub-region (excerpt) depicts the Airport in the context of the Southern Sub-region designated as part of Plan Melbourne.

At a Metropolitan Strategic level this places the Airport on a par with employment clusters at Monash and Dandenong South, and Metropolitan Activity Centres like Dandenong, Ringwood and Frankston in helping to shape Melbourne and drive productivity and growth through to 2050.

The Airport, through delivery of its successive Masterplans and in conjunction with the surrounding “Kingston Central and Braeside” employment areas, is now a major business and employment precinct. Together with the redevelopment of the adjacent business areas, this employment hub can contribute to the delivery of the 20 minute neighbourhood initiative of Plan Melbourne. Refer to Appendix 3 – Central Kingston and Braeside Employment Precinct.

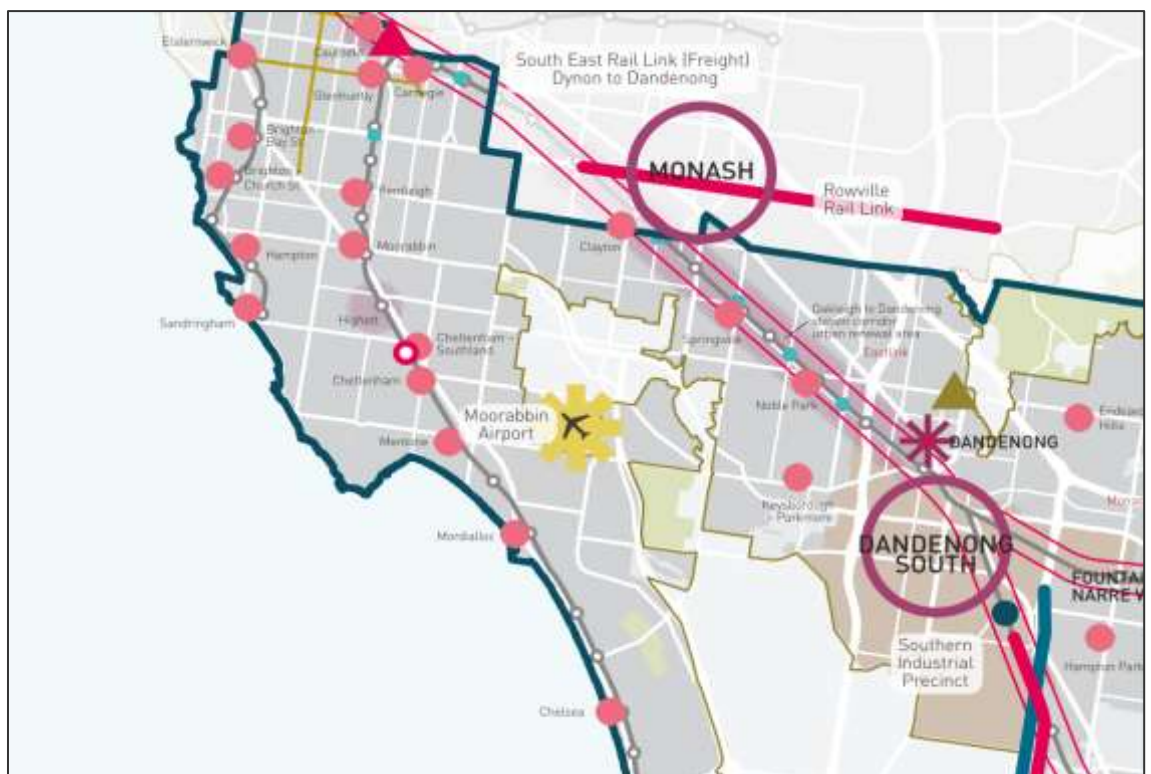


Figure 2 – Plan Melbourne Southern Sub-region (excerpt)

3 GREEN WEDGE ANALYSIS

3.1 The 1971 Metropolitan Plan

In 1971 through to 1978, Amendments 3 and 21 to the Metropolitan Planning Scheme introduced a Strategic Planning Framework to guide Melbourne's Planning to 2000 and to accommodate population growth for up to 4 million. It identified key "Growth Corridors" and areas for "Green Wedges" between them.

Appendix 4 – 1971 Metropolitan Plan – Zoning Map shows the Airport in the context of zones and designated green wedges across metropolitan Melbourne.

The 1971 Planning Report includes an extensive 'sieve mapping' analysis of significant land uses, resources, conservation values and flood prone areas. In the Kingston context, two key elements drove the initial zoning outcomes for this area:

- Firstly, the presence of Moorabbin Airport and the need to manage aircraft noise
- Secondly, the extensive sand resources of the area

Importantly there were no flooding, agricultural or conservation values or constraints attributed to the Kingston Green Wedge area in the 1971 plan. These values and constraints, as mapped in the 1971 Plan, are shown in Appendix 5 – Constraint Plans (selected) from 1971 Metropolitan Plan.

The original boundaries in Kingston were not hard and fixed. Areas such as the non-residential land along Kingston Drive in Dingley and the Redwood Gardens industrial estate were originally shown outside the urban area and reserved for sand resources. They were later zoned for residential and industrial use as appropriate.

3.2 The Urban Growth Boundary

The 2002 Metropolitan Planning Strategy "Melbourne 2030" was formally introduced by Government in 2003 and an Urban Growth Boundary was proclaimed under the Green Wedge Protection Act 2003.

Land between the Urban Growth Boundary and the outside edge of the Metropolitan Area that was previously zoned for rural, extractive and environmental purposes was largely included within the Green Wedge Zone. Moorabbin Airport, as Commonwealth land, remains unzoned and is not within a Green Wedge Zone.

The planning for non-Commonwealth land outside the Urban Growth Boundary is guided by the Green Wedge zone, the Clause 57 "core provisions" and planning scheme amendments which change subdivision rights for dwellings and which are subject to ratification by Parliament.

Refer to Appendix 6 – Current Metropolitan Zones and Urban Growth Boundary.

4

MOORABBIN AIRPORT PLANNING FRAMEWORK

The approved land use planning framework at Moorabbin Airport has evolved through Ministerial approval of the 3 successive Airport Masterplans to date – in 1999, 2004 and 2010.

The State Government has also acknowledged these Masterplans when consulted during their preparation – refer for example to Appendix 7 – DSE Letter, 19 November 2003. In 2010 the Department acknowledged that the Commonwealth ownership of the Airport meant that it “is not subject to Strategic Planning Controls”.

To the wider community it is imperceptible that the current Urban Growth Boundary turns south off Centre Dandenong Road, heading along Grange Road, behind houses and industry, to Lower Dandenong Road and then north up Boundary Road. This is demonstrated in Figure 3 by the existing outlook eastwards along Centre Dandenong Road, looking across the intersection with Grange Road: Moorabbin Airport is clearly a retail, business and employment area with a central open area for aircraft runways. It does not have a Green Wedge zone or exhibit any characteristics of a Green Wedge zoned area.

The Airport land has had a Special Use Zone designation in its successive Masterplans, the first of which predated the Urban Growth Boundary by several years.

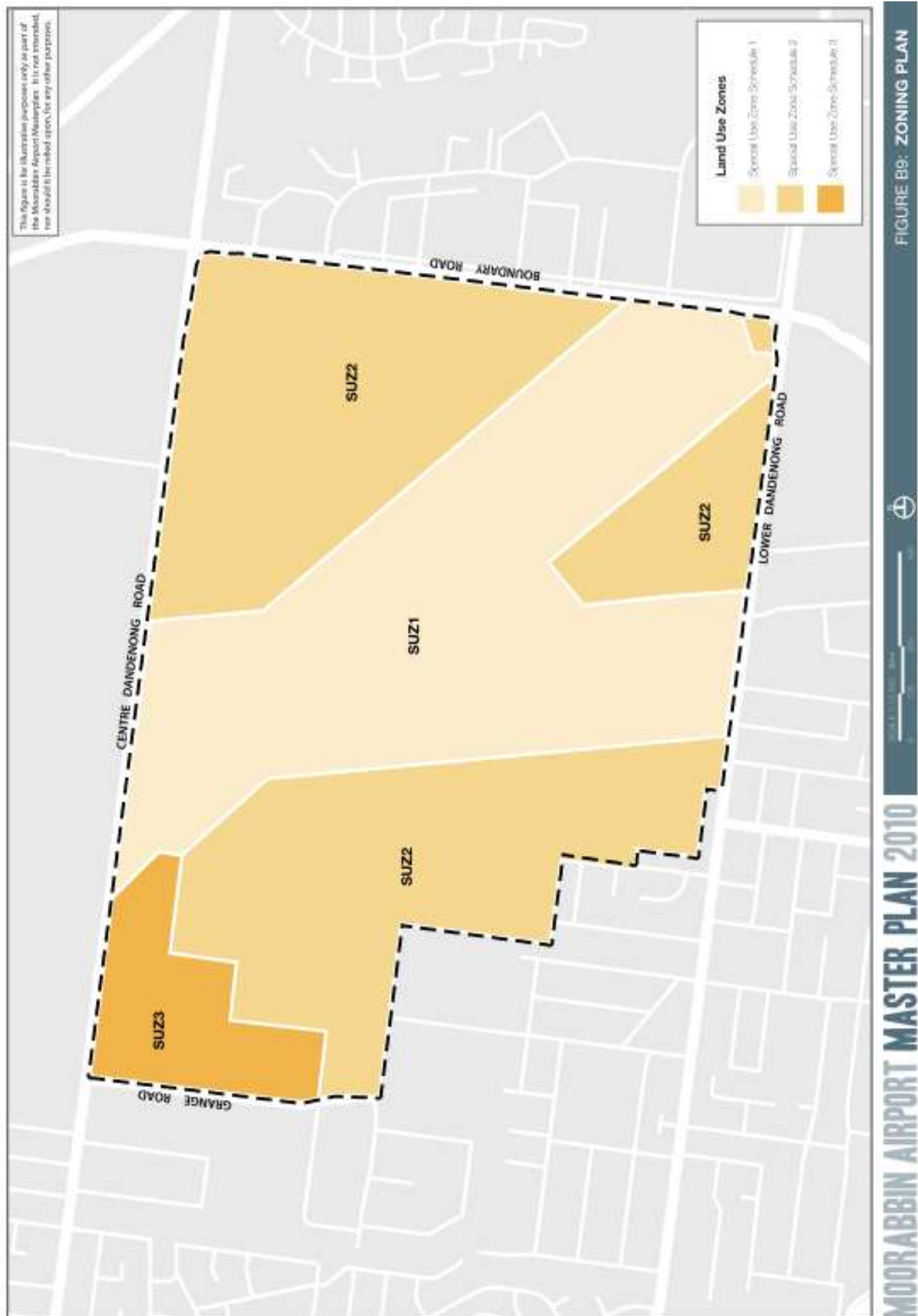
Accordingly the Planning Framework for the airport has been established under the Airports Act and more recently in context with the current Plan Melbourne acknowledgement of its role in southeast Melbourne.



Figure 3 – Outlook eastwards along Centre Dandenong Road at its intersection with Grange Road

APPENDICES

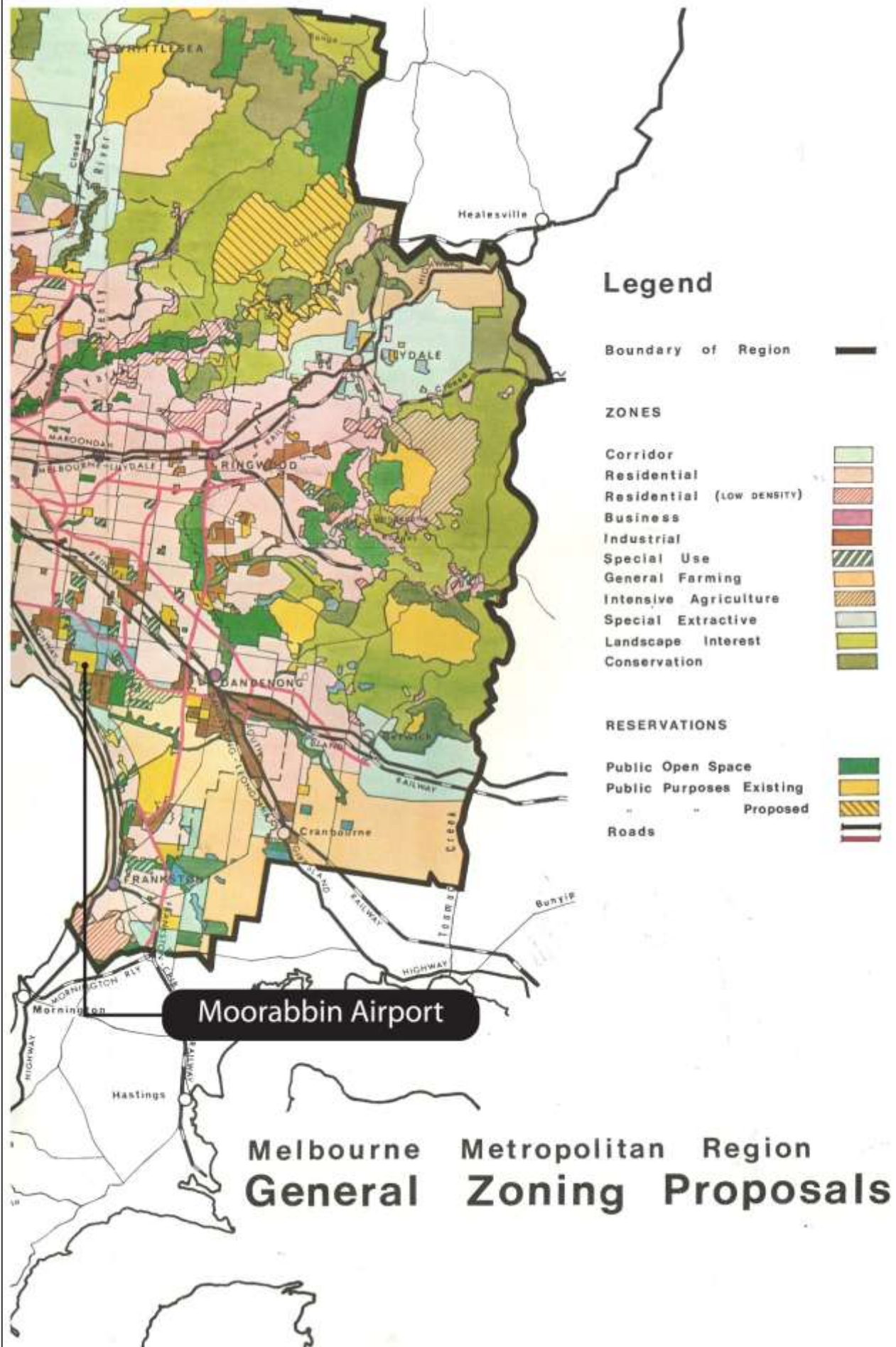




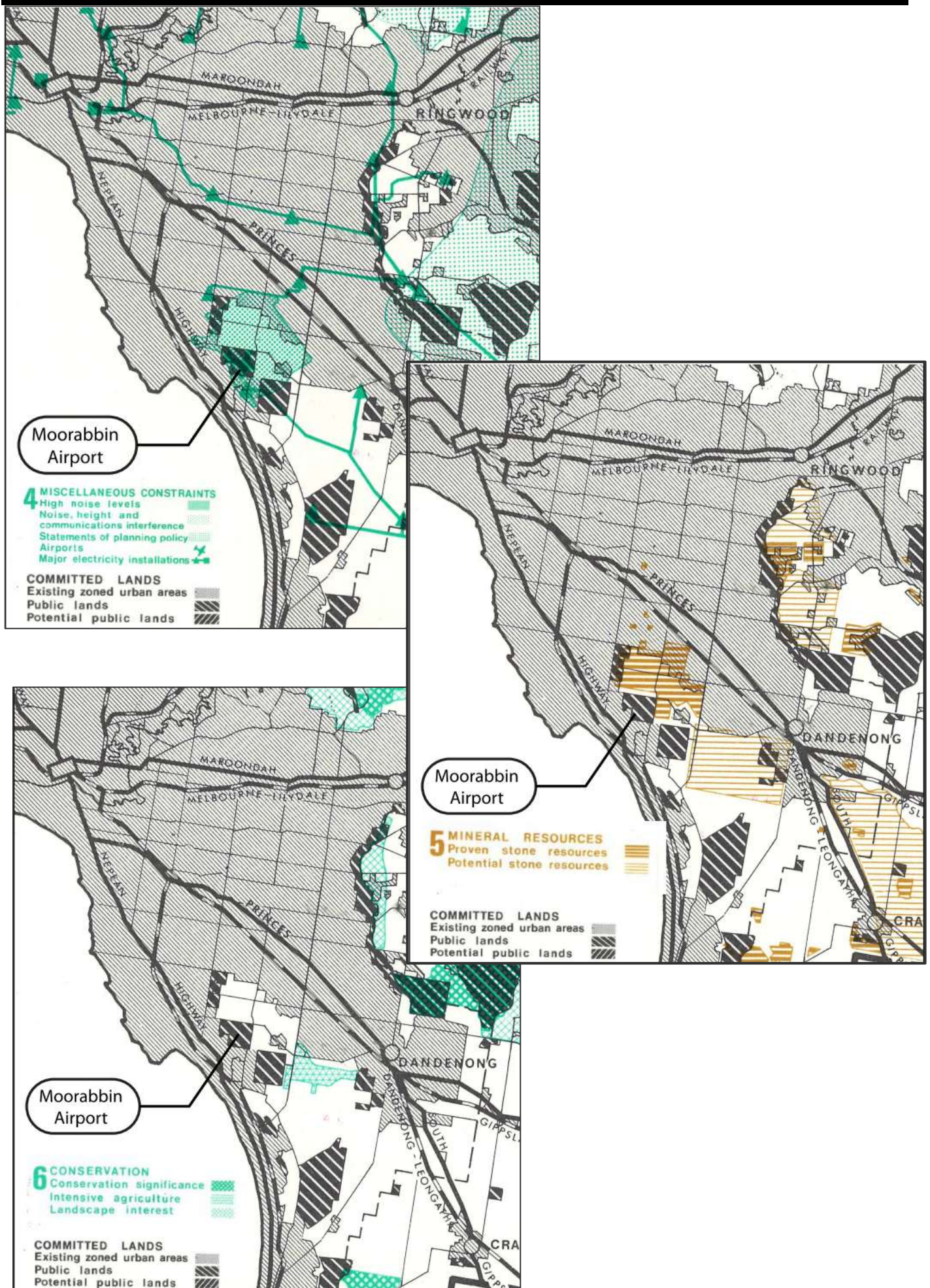
Appendix 2 – Zone controls within Moorabbin Airport under Moorabbin Airport Master Plan (2010)



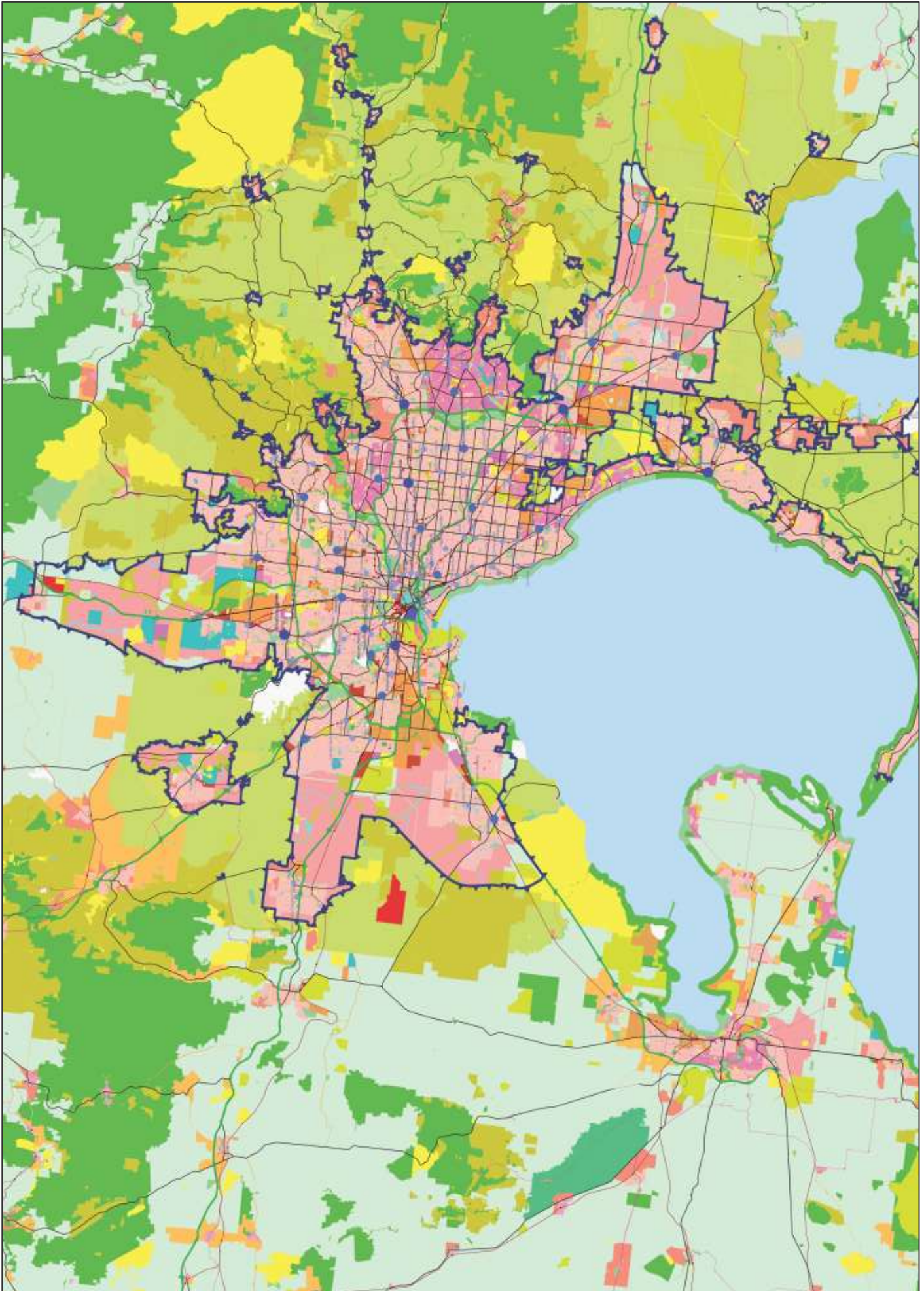
Appendix 3 – Central Kingston and Braeside Employment Precinct (based on Moorabbin Airport Master Plan 2010, Figure A13)



Appendix 4 – 1971 Metropolitan Plan – Zoning Map (excerpt)



Appendix 5 – Constraint Plans (selected) from 1971 Metropolitan Plan



Appendix 6 – Metropolitan Zones and the Urban Growth Boundary (UGB)

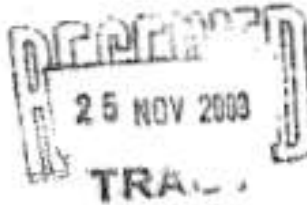


Department of Sustainability and Environment

Our ref: LA/36/0046/1456

Wednesday, 19 November 2003

Mr Nevan Wadeson
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Richmond
VIC 3121



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Victoria 3002 Australia
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Dear Mr Wadeson,

REQUEST TO MODIFY THE URBAN GROWTH BOUNDARY LAND: Moorabbin Airport - Centre Dandenong Road Moorabbin

I am writing to advise you of the outcome of the Government's consideration of your request to modify the urban growth boundary (UGB). As you know the UGB was applied to planning schemes as part of the implementation of *Melbourne 2030*.

Implementation Plan No 1 – Urban Growth Boundary, released with *Melbourne 2030*, made clear the circumstances where changes to the UGB would be considered. The three main circumstances described in this Implementation Plan are:

1. Anomalies / Transitional cases
2. Designated growth areas – changes that may follow a review of growth area plans,
3. Green wedge townships – application of a UGB to small towns in green wedges.

In each instance a submission would need to demonstrate:

1. Consistency with *Melbourne 2030*
2. Consistency with the State Planning Policy Framework, and
3. Maintain the integrity of any non-urban area affected by a proposed change.

Your submission has been carefully assessed and it is considered that the land occupied by the airport should not be included in the UGB as the land is owned by the Commonwealth Government and is not subject to strategic planning controls. The UGB has therefore been modified to reflect the airport boundary.

Amendment C38 to the Kingston Planning Scheme will modify the UGB and the Minister for Planning has introduced the changes into the Parliament for ratification.

Please see the attached leaflet or visit the web site www.melbourne2030.vic.gov.au for further information or contact the Department on 1800 191 012 if you need to clarify any issues.

Yours sincerely

John Collins
Deputy Secretary
Strategic Planning and Sustainability Policy



Find out more about the Department by calling our Customer Service Centre on 136 186 or visit our website at www.dse.vic.gov.au